

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

Airbus Defence and Space GmbH: Docket No. FAA–2026–8802; Project Identifier MCAL–2025–01828–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 30, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Defence and Space GmbH Model BO–209–150 FF, BO–209–150 FV, BO–209–150 RV, BO–209–160 FV, BO–209–160 RV, and Bölkow Jr. airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control System.

(e) Unsafe Condition

This AD was prompted by reports of corrosion damage on the rudder drive. The FAA is issuing this AD to detect and correct corrosion damage in the rudder drive. The unsafe condition, if not addressed, could reduce the structural integrity of the rudder drive and result in reduced control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Serviceable Part Definition

For the purpose of this AD, a serviceable part is an affected rudder drive that is either:

- (1) A new part (*i.e.*, a part that has not been previously installed on any airplane); or
- (2) A part that has accumulated less than 5 years since the last inspection, provided that no corrosion was found during that inspection and corrosion inhibitor was applied in accordance with step 5., section 7., of Airbus Service Bulletin BO208–SB–002/2025, Issue 1, dated December 1, 2025 (Airbus SB BO208–SB–002/2025, Issue 1); or Airbus Service Bulletin BO209–SB–002/2025, Issue 2, dated December 1, 2025 (Airbus SB BO209–SB–002/2025, Issue 2); as applicable.

(h) Required Actions

(1) Within 2 months after the effective date of this AD and thereafter at intervals not to exceed 5 years, remove the rudder and perform an inspection of the rudder drive torsion tube for corrosion using an endoscope and inspect the drainage hole for blockage in accordance with steps 1. and 2., section 7., of Airbus SB BO208–SB–002/2025, Issue 1; or Airbus SB BO209–SB–002/2025, Issue 2; as applicable.

(2) If any corrosion is found during any inspection required by paragraph (h)(1) of this AD, before further flight, replace the rudder drive with a serviceable part in accordance with step 3., section 7., of Airbus

SB BO208–SB–002/2025, Issue 1; or Airbus SB BO209–SB–002/2025, Issue 2; as applicable.

(3) After each inspection required by paragraph (h)(1) of this AD and after any replacement required by paragraph (h)(2) of this AD, before further flight, apply corrosion inhibitor to the inside of the rudder drive in accordance with step 5., section 7., of Airbus SB BO208–SB–002/2025, Issue 1; or Airbus SB BO209–SB–002/2025, Issue 2; as applicable. Where step 5., section 7., of the applicable service bulletin specifies using LPS 3 corrosion inhibitor, an equivalent corrosion inhibitor may be used instead.

(4) Before further flight after accomplishing the actions required by paragraph (h)(3) of this AD, re-inspect the drainage hole for blockage and clean it if necessary and reinstall the rudder in accordance with steps 6. and 7. section 7., of Airbus SB BO208–SB–002/2025, Issue 1; or Airbus SB BO209–SB–002/2025, Issue 2; as applicable.

(i) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraphs (h)(1) through (4) of this AD if those actions were performed before the effective date of this AD using Airbus Service Bulletin BO209–SB–002/2025, Issue 1, dated August 21, 2025.

(j) Parts Installation

As of the effective date of this AD, do not install an affected part on any airplane that is not a serviceable part, as defined in paragraph (g)(1) or (2) of this AD.

(k) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Additional Information

For more information about this AD, contact Jesse Wulf, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294–7183; email: jesse.r.wulf@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Service Bulletin BO208–SB–002/2025, Issue 1, dated December 1, 2025.

(ii) Airbus Service Bulletin BO209–SB–002/2025, Issue 2, dated December 1, 2025.

(3) For Airbus material identified in this AD, contact Airbus Defence and Space GmbH, Dr. Alexander Allen, Willy-Messerschmitt-Strasse 1, 82024 Taufkirchen, Germany; phone: +49 (8459) 81–7883; email: Lightweight-Aircraft@airbus.com.

(4) You may view this material at FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on September 10, 2026.

Hollister B. Thorson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–18850 Filed 9–14–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2025–5141; Airspace Docket No. 25–ANM–147]

RIN 2120–AA66

Modification of Class D and Class E Airspace Areas; Roberts Field/Redmond Municipal Airport, Redmond, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify the Class D and Class E airspace area designated as a surface area, modify the Class E airspace area designated as an extension to a Class D or Class E surface area, and modify the Class E airspace area extending upward from 700 feet above the surface at Roberts Field/Redmond Municipal Airport, Redmond, OR. This action would support the safety and management of instrument flight rules (IFR) operations at the airport.

DATES: Comments must be received on or before October 30, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2025–5141 and Airspace Docket No. 25–ANM–147 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of

Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Bryantjay T. Toves, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3465.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would modify Class D and Class E airspace to support IFR operations at Roberts Field/Redmond Municipal Airport, Redmond, OR.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or

views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198.

Incorporation by Reference

Class D, E2, E4, and E5 airspace designations are published in paragraphs 5000, 6002, 6004, and 6005,

respectively, of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 that would modify the Class D surface area airspace, the Class E airspace area designated as surface area, the Class E airspace area designated as an extension to a Class D or Class E surface area, and the Class E airspace area extending upward from 700 feet above the surface of the earth at Roberts Field/Redmond Municipal Airport, Redmond, OR.

The radius of the Class D surface area and Class E airspace area designated as surface area should be expanded to a 5.6-mile radius to more appropriately contain Category E aircraft conducting circling maneuvers and departing IFR operations utilizing the Obstacle Departure Procedures for Runway (RWY) 11 and RWY 29 until reaching the base of the next adjacent airspace.

A common airspace boundary between Bend Municipal Airport and Roberts Field/Redmond Municipal Airport would also be established to reduce the chance of inadvertent airspace incursions between the surface areas. An extension would be established south of the Roberts Field/Redmond Municipal Airport to adjoin the two airspaces.

In addition, the Class E airspace area designated as an extension to a Class D or Class E surface area would be modified to align with the proposed circumference of the Class D and Class E surface areas. The extension would be widened to better contain the Area Navigation (RNAV) (Global Positioning System [GPS]) Z RWY 29 and Special RNAV (Required Navigation Performance [RNP]) M RWY 29 procedures when arriving IFR aircraft are less than 1,000 feet above the surface.

Finally, the current Class E airspace area extending upward from at least 700 feet above the surface is excessive larger than necessary and should be reduced to the north, east, and southwest to more appropriately contain arriving IFR

aircraft descending below 1,500 feet above the surface and departing IFR aircraft until reaching 1,200 feet above the surface.

Regulatory Notices and Analyses

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Order 2100.6B, “Rulemaking and Guidance Procedure” (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ANM OR D Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport’s 194° bearing extending to 5.6 miles south. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6002 Class E Airspace Areas Designated as a Surface Area.

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ANM OR E2 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport’s 194° bearing extending to 5.6 miles south. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to Class D or Class E Surface Area.

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ANM OR E4 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface within 1.2 miles northeast and 1.9 miles southwest of the airport’s 121° bearing extending from its 5.6-mile radius to 8.6 miles southeast of the airport.

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Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

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ANM OR E5 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from 700 feet above the surface within an area 5.8 miles east and 5.4 miles west of the airport’s 017° bearing extending to 5.6 miles north, within 0.4 miles north and 6.4 miles south of the airport’s 107° bearing extending to 13.2 miles east, and within 0.4 miles north and

6.4 miles south of the airport’s 287° bearing extending to 7.6 miles west.

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Issued in Des Moines, Washington, on September 10, 2026.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2026–18804 Filed 9–14–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–11287; Airspace Docket No. 26–ANM–4]

RIN 2120–AA66

Establishment of United States Area Navigation Route T–337 and Amendment of Very High Frequency Omnidirectional Range Federal Airways V–101 and V–484 Near Twin Falls, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish United States Area Navigation (RNAV) route T–337 and amend Very High Frequency (VHF) Omnidirectional Range (VOR) federal airways V–101 and V–484 near Twin Falls, ID. The FAA is proposing this action due to the pending decommissioning of the Hailey, ID, Nondirectional Radio Beacon (NDB)/Distance Measuring Equipment (DME).

DATES: Comments must be received on or before October 30, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–11287 and Airspace Docket No. 26–ANM–4 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.